

29 Nov 1967

FOR: Mr. Morell

Note from [REDACTED] STATINTL

The agreement was signed and the Russians even agreed to send two of their command pilots to the special Air Traffic School run by PAA as requested by FAA to learn New York airport tower jargon. This is a unique language not found in any text or dictionary. The Soviets are not requiring ~~the~~ the US pilots to go to their school, but rather have agreed to furnish two English-speaking tower operators to assure adequate communications with the in-coming PAA plans. [REDACTED]

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27 November 1967

MEMORANDUM FOR: Director of Economic Research

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SUBJECT : [REDACTED] Comments on USA-USSR Air Service
Negotiations in Washington, 20-24 November 1967

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[REDACTED] Considerable information was provided by the Soviets to the FAA including a detailed technical description of the IL-62 airplane and these data will be made available to appropriate OSR specialists.

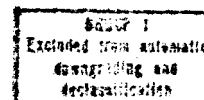
2. Some of the intelligence fallout from the discussion is as follows:

a. The IL-62 which flew the Soviet delegation to the US is the sixth that has been produced. Series production is underway. The Soviets expect to use this plane on their longer international routes. Those specifically mentioned included Moscow to Tokyo to New Delhi, and, of course to London, Montreal and New York. This information is in line with CIA estimates.

b. The IL-62 strongly resembles the British VC-10 in appearance. A quick layman's inspection of the plane showed good external finish, and pleasing interior generally comparable to the UK Comet, but a bit inferior to Boeing 707. CAB has certified the plane's airworthiness.

c. The Soviets say they are offering the plane for lease or sale to foreign countries and claim that West Germany is interested in a lease. (TASS has recently reported the leasing of an IL-62 to Air France.)

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d. The fire in the IL-62 at the Boston airport, did no damage and was caused, according to FAA, by Soviet re-start procedure after a flame-out.

e. As for the purportedly excessive noise of the IL-62: the New York Port Authority has given permission for test flights but approval for commercial flights is dependent on submission of additional data by the Soviets. The Aeroflot representatives admitted that noise-suppression is a new problem to them and they seem to be unfamiliar both with the technique of noise measurement and suppression.

f. The negotiations were unusually smooth; the Soviets anxious to start commercial flights quickly agreed to all US requests. They balked only on one point and that is the furnishing of data on methodology for calculating fuel reserves which is required by FAA regulations. The point is still unresolved, although the Soviets may furnish the required information when the US team flies to the USSR for its technical flights on 3 December. FAA specialists believe that the Soviets might be sensitive about revealing data on the fuel consumption of the IL-62 which they suspect is high.

3. Some problems remain to be worked out (including Soviet acceptance of certain liability provisions, Soviet and US stop-over rights en route). No date for initiation of scheduled flights has yet been agreed though the Soviets are pressing for initial flights on about 15 December which appears overly optimistic considering the unresolved details. The technical agreement is scheduled to be signed on 28 November.

[REDACTED]
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Remarks:			
<p>This has been OK'ed by [redacted] and key analysts in [redacted] shop - Frank being out.</p> <p>A brochure - my only one - is attached to the original. There are three carbons.</p> <p>I have been asked to [redacted] when hopefully the agreement will be signed and will try and pick up more data.</p>			
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Orig ret'd from ODDI +
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along with Brochure.

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